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# Profile

a guide to military careers

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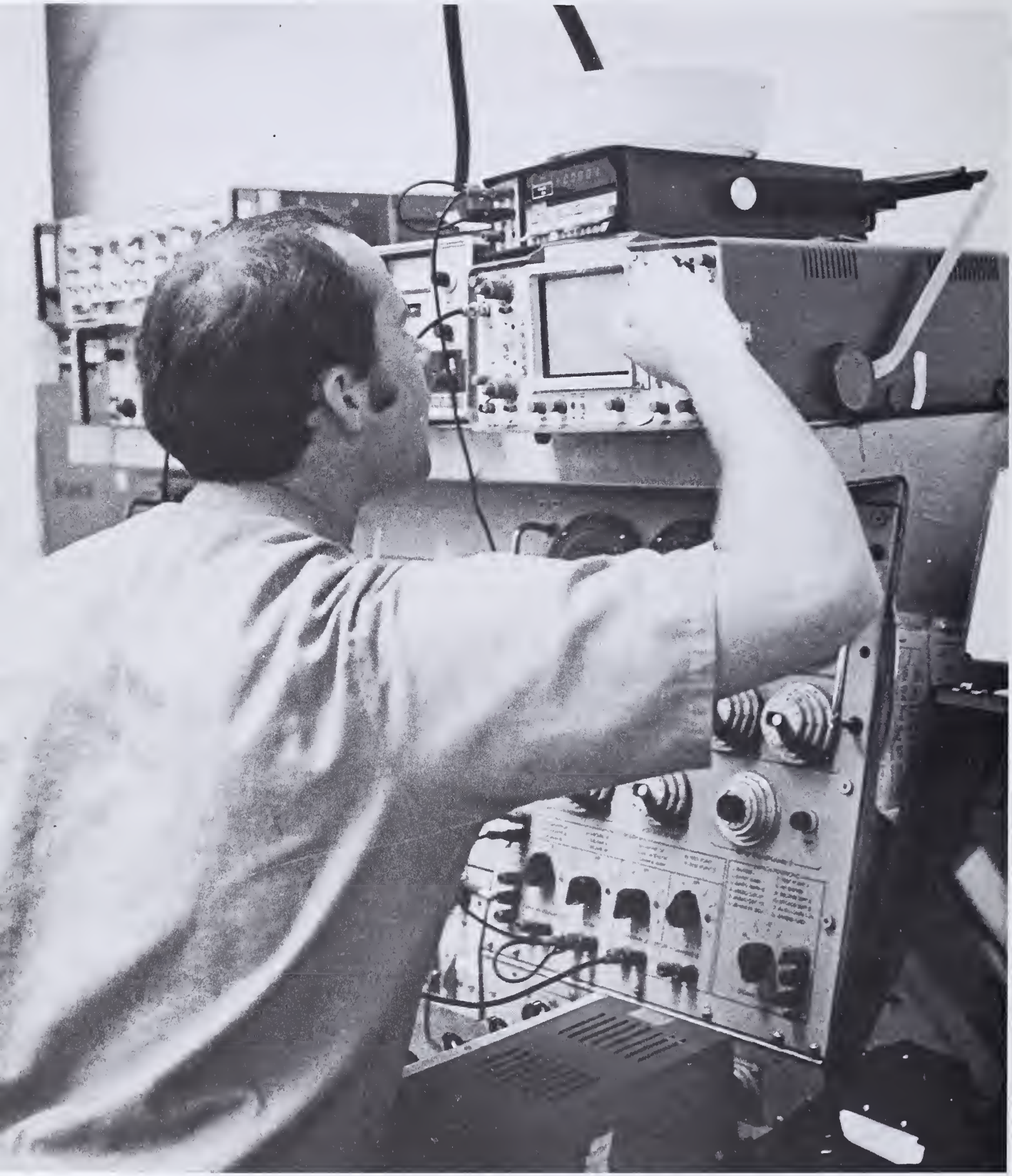
Marine artillery—page 4

March 1984



**The Navy aviation electrician mates rating is explained in the April issue of PROFILE. Other features will contain information on the art of knot tying, Army Special Forces, military musicians, Air Force EST members and much more.**

# Profile

a guide to military careers Vol 27, No. 5 March 1984



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PROFILE (USPS 457-490) is published monthly November through April by the High School News Service.

This magazine is designed to inform young people and guidance personnel about benefits, opportunities, privileges and programs of military service.

The Secretary of the Navy has determined that the publication of the periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing this publication was approved by the Office of Management and Budget, Dec. 2, 1980.



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**Commercial (804) 444-2828**
**AUTOVON 564-2828**

Second class circulation paid at Norfolk, Va., and at an additional mailing office at Richmond, Va.


# *About the covers*

Marine artillerymen with gun crew #2, "L" Company, 2nd Battalion, 10th Marine Regiment, fire down-range with a 155 Howitzer during a live fire exercise. For more on Marine artillerymen see page 4. (Photo by K. T. Gorman)

A camouflaged reconnaissance Marine radios intelligence information from behind enemy lines. Their story appears on pages 12 and 13.

# A Friend Named ARTY

by Dave Marriott

A platoon of combat-clad men crouch low, hugging the ground, hiding behind any object that offers protection. Three hundred meters ahead the enemy sits comfortably in well fortified positions pelting them with small arms fire. They have been ambushed. Ahead lies the enemy, behind one-half mile of open field.

To an observer the situation might seem hopeless, but the men in the field aren't particularly worried. Their platoon commander is radioing their location to someone capable of giving them relief—Arty.

Arty is not a person. Arty is a nickname Marine infantrymen bestowed on a group of individuals they rely heavily upon during combat situations—Marine artillerymen.

Today's artillery batteries have

little in common with those depicted in most war movies. Years ago artillerymen needed a visual sighting of the enemy to fire accurately, now they hit their targets from 30 miles away.

"Artillery batteries have three sections," said Sgt. Charles F. Hatmaker, Jr., a crew chief with "E" Battery, 2nd Battalion, 10th Marine Regiment at Camp Lejeune, N.C. "On the front lines, alongside the infantry, we have forward observer teams. These teams plot enemy positions and radio their location back to fire direction computation (FDC). FDC takes the location and computes the muzzle elevation and amount of charge (powder) required to hit the target and passes it on to the people that do the actual aiming and firing—the gun crews."

Aiming and firing takes much more than just pointing the muzzle, loading the chamber and pulling the trigger. On most Marine Corps artillery pieces it takes a skilled 10 man crew.

When a gun crew receives the command to fire, the gun breech is loaded with a 100 pound shell. After the shell has been rammed into the barrel, the charge is added. Then the breech is closed, a primer inserted, and the gun is ready to fire.

"Preparing the gun to fire is not as simple as it sounds. It takes teamwork," said Hatmaker. "We usually have two men working on each station. Two men hold the loading tray, two men load the shell, two men count the powder increments, one man works the rammer and one man operates the firing mechanism. While the canoneers are loading the gun, the gunner and assistant gunner aim the gun and adjust its elevation. The entire firing operation takes about 40 seconds.

"There are several places where an inexperienced gun-crew could foul-up," he continued.

**(Left) Marines load a high explosive round into a 155mm Howitzer during a live fire exercise. (Photo by K. T. Gorman)**

**A Marine artilleryman lubricates a 155mm Howitzer. Maintenance is a continuing process for artillery units.**

"One is the gunner and assistant gunner's aim and elevation. If they're an inch off at the gun, it could be 400 meters off at place of impact. Same thing with the charge. If the wrong amount of powder is loaded the shell could over or undershoot the target.

"If your aim is off, you could hit your own troops. That's why teamwork is so important. Everyone knowing the other's job reduces the chance of mistakes, and with two men on each station we can support the infantry rapidly when called upon," he concluded.

Artillery batteries advance at the same pace as the front lines.

"Under combat conditions two batteries advance in a leap-frog mode," Hatmaker said. "One battery digs in 15 miles behind the front lines. While the first battery provides fire support, the second battery sets up a couple miles behind the front lines. Once the front line has moved beyond the rear battery's effective safe range, the forward battery fires while the rear battery sets up behind the front lines. Using the leap-frog mode enables us to provide continuous fire support while advancing with the infantry."

The Marines have six types of artillery in their inventory, three

self-propelled and three towed. The towed artillery's prime mover is a 5-ton truck, but occasionally they are transported by helicopter.

"Regardless of whether you're transported by truck or helicopter, setting up procedures are the same," said Hatmaker. "The gun crew works on a number system. Odd and even numbered men sit on opposite sides of the truck.

"As soon as the truck stops moving, the gunner and assistant gunners jump out the back and begin setting up their sights and aiming sticks," he continued. "As the rest of the team exits, the two even men spread one of the trails (support arms) and anchor it to the ground. Then the two odd men unhook and spread the remaining trail. While the trails are being spread, two crewmembers attach the firing base and ready it for enplacement. By this time the gunners have identified their aiming circle and are ready for the crew to shift the gun left or right into its proper firing direction. When the muzzle is within millimeters of the firing direction, the gunner gives the command to drop firing base. Once the firing base is dropped, the crew makes final adjustments to the muzzle position and the gun is ready to fire. After the gun is in place, the rest of the equipment (ammunition, powder, etc.) is unloaded.

"Because setting up procedures are uniform throughout the Marine Corps, a new crew will be able to set the gun up in less than five minutes after working together two or three times," he added.

Marine artillerymen attend school at different bases on both the east and west coast. Students receive classroom and hands-on application during the four-week school.

Students begin by learning the basic nomenclature of artillery weapons. They also practice each crewmember's duties in the three artillery positions, setting up, firing and close station (preparing to move). Heavy emphasis is placed on gun crew safety and the different types of ammunition and powder used.

"Basically we use two types of powder, white and green," said Hatmaker. "The only difference being white powder is more powerful and shoots the shell further.

"But when it comes to ammunition, there are several different types," he continued. "In addition to firing conventional rounds, we have the capability to fire chemical, high explosive, white phosphorous, and illumination rounds. We also have what we call Improved Conventional Munitions (ICMs). These are special rounds used solely during combat and include a rocket assisted projectile (RAP) and a shell filled with mini grenades that form a minefield when it hits the ground.

"Working in Arty has its ups and downs," he continued. "A lot of the time we get bored when we're in the field waiting to fire, or not in the field repairing and cleaning our guns. But when we start to fire the team comes alive. Not only is it a good feeling knowing that your team can fire quickly and accurately, it's satisfying to know that every time your shell hits on target it saves infantrymen's lives."

**A Battery gunny, the senior enlisted artilleryman in a battery, explains the proper way to use a piece of sighting equipment to a canoneer. (Photo by Wilt Baker)**

# tidbits & technology

## USCG school opens

The Coast Guard accomplished another first recently at Reserve Training Center Yorktown, Va., when an experimental court reporter school graduated its first class.

Previously, the Coast Guard sent its court reporter students to a Navy school in Newport, R.I. Because of an increasing demand for court reporters, an experiment was made with running a course conducted by Coast Guardsmen for the special needs of the service. The Coast Guard hopes to save money and training time without giving up quality instruction.

## Bomb disposal suit

An advanced prototype bomb disposal clothing system has been developed by Natick Laboratories, Natick, Mass., after tests run on commercial explosive ordnance disposal (EOD) armor systems showed them to be inadequate. The protective clothing, consisting of five parts, will be used by EOD soldiers who must defuse and dispose of bombs and other dangerous explosives.

Tests will be run on the system to determine whether changes will have to be made for it to meet the military's needs.

## Army helmet saves lives

The Army's new one-piece laminated "Kevlar" helmet is credited with saving the lives of two 82nd Airborne Division paratroopers during the invasion of Grenada.

According to a spokesman at the U.S. Army Natick Research and Development Laboratory, Kevlar is the DuPont Company's trade name for a super hard fabric that is not hard plastic—not fiber glass—but is a man-made fiber that is pound-for-pound stronger than steel.

Army historians said that the old steel pot helmet was first introduced to the Army in 1941 and it wasn't until 1972 that anybody tried even minor improvements to the tough, all-purpose GI Joe battle hat.

## Airborne laser laboratory

The Navy and Air Force recently completed a series of in-flight experiments involving the Airborne Laser Laboratory (ALL). During the tests, the Air Force's "ALL" engaged and destroyed a subsonic Navy target drone flying over water. The drone simulated a low-altitude threat to a Navy surface ship.

Although the "ALL" is a flying laboratory and not a prototype weapons system, the completion of these experiments will assist the Department of Defense in understanding the technical feasibility of airborne laser weapons.

## New Navy pier design

Navy engineers have designed a new pier which will serve as a working platform to better support the maintenance, operational checks and refitting requirements of the modern Navy fleet. It will be a two-level structure supported by concrete piles, 76 feet wide and eight feet higher than a conventional pier or 20 feet above water level. The higher level will provide easier access to the quarterdecks of newer ships.

Utility outlets, cables and transformers will be located on the lower deck. The lower deck will also be used by trucks and forklifts, thus allowing maintenance, line handling and vehicle operations below to free the topside for ship and pier operations.

The new pier, named "Pier Zulu," will be built in 1984 at Naval Station, Charleston, S.C.

# LIGHTING UP THE

**by Dave Marriott**

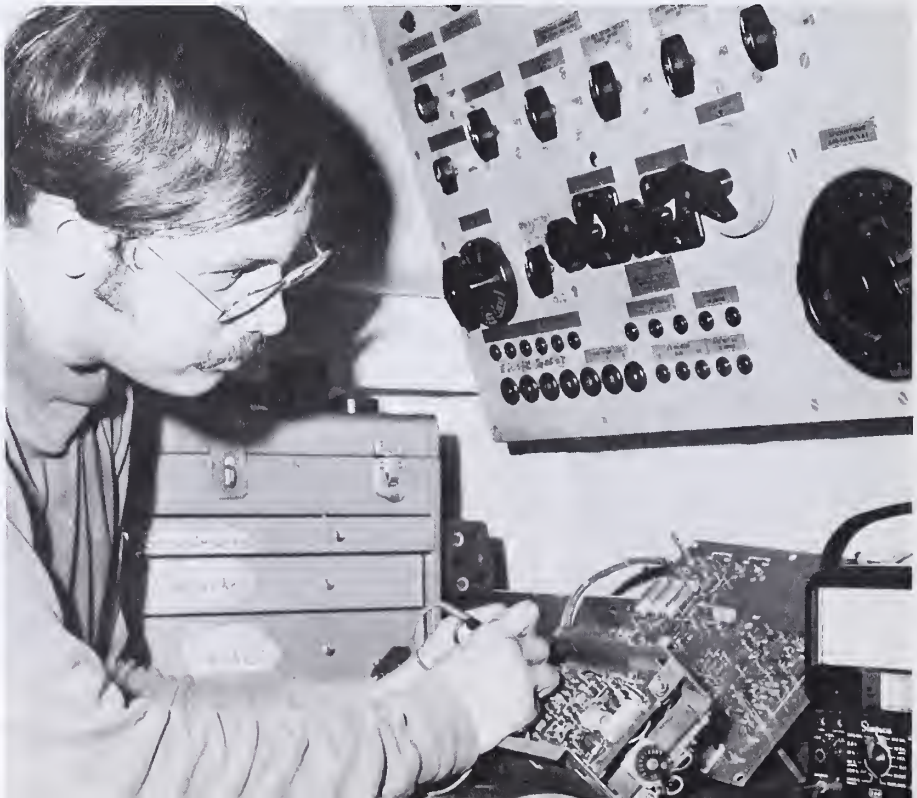
"Each and every day differs. You won't find any assembly line monotony in this rating," commented Master Chief Petty Officer Earnest Wahlbey, an electrician's mate at Headquarters Atlantic Fleet, Norfolk, Va. "One day a sailor might be replacing lightbulbs and the next rewiring a ship's main generator. It's just that type of job. You never know exactly what you'll be doing from day to day."

While it may be true that Navy electrician's mates rarely know the intricate details of the tasks to be accomplished from one day to the next, two facts are almost certain—they'll be working on or with some type of electrical equipment, and nine times out of 10, it will be on a ship in port or at sea.

**"People coming into** the electrician's mate (EM) rating should not be expecting shore duty until after the end of their first enlistment," said Wahlbey. "Every ship in the Navy, regardless of size, has at least one electrician's mate on board. Some of the larger vessels have more than 100 EMs assigned. Because of the huge demand, most EMs are assigned to sea duty immediately upon graduation from technical school."

Whether serving on ocean-going tugs or guided missile destroyers, an electrician's mate's mission remains the same—supplying the ship with power. As most naval vessels have a population as large as many mid-western towns, supplying the ship with power encompasses a wide variety of duties and responsibilities.

**Electrician's mates install**, adjust, inspect, test, repair and operate the ship's electrical power plant. They install power and lighting circuits, repair distribution circuits and run wiring for interior and exterior lights. EMs also maintain the operating efficiency of distribution panels, switches, switchboards, controllers, voltage regulators and current and



**(Above) An Electrician's Mate 3rd Class rigs exterior lights aboard the destroyer USS John Hancock. (Photo by Douglas Tesner.) (Right) an EM checks a piece of equipment with the ohmmeter in the aircraft carrier USS Midway's electrical repair shop. (Photo by G. Shreves)**

voltage transformers.

"Electrician's mates are responsible for supplying power to each of the ship's sections," said Wahlbey. "From bow to stern, top to bottom, wherever there is a requirement for electrical power, we lay the cable and install the circuits.

**"We also repair** some electrical equipment and appliances," he continued. "But most of these are general use appliances, like air conditioning units and cooking appliances. We don't work on electrical equipment unique to a section. The ordnance, navigation and communications sections are responsible for maintaining and repairing their own electrical gear. Once we supply power to their distribution circuit, our job is done."

While working with electrical wiring and circuits consumes the majority of an electrician's mate's time, they also perform a duty common to all sailors—watch standing.

**"During operations at** sea, an EM will usually perform his normal duties for eight hours and stand watch for four hours," Wahlbey said. "While on watch, electrician's mates monitor a control panel ensuring all generators and systems function properly and that the different sections receive the required amount of power.

"The central panel is usually located in the engine room near the main generator," he continued. "Until a few years ago the duty EM stood watch in temperatures exceeding 100 degrees. Now most control panels are enclosed in air-conditioned rooms. Watch is gravy compared to what it used to be."

**Electrician's mates learn** their basic skills through 11 to 16 weeks of formal school training.

The schools, located in Orlando, Fla., San Diego, Calif., and Great Lakes, Ill., teach the basic technical knowledge and skills sailors need to perform in their rating.

**Petty Officer 1st Class Billy Hooker mans a control panel aboard the USS Flying Fish. (Photo by Michael McCabe)**

Through classroom study and hands-on application students learn basic electrical and electronic theory, interpretation of schematics, lighting load distribution, power systems and the operation of tools and equipment used by electricians. They also study the general maintenance of electrical equipment and troubleshooting techniques.

**"Years ago the** EM field had many individuals that were on-the-job trained," Wahlbey said. "But due to the complexity of the systems used today, over 90 percent of electrician's mates are school trained. Because our field encompasses so much material and theory, the amount of knowledge needed to perform successfully is hard to come by without formal schooling."

School training is a continuous process for Navy electrician's mates. While their basic duties remain the same, many ships and shore stations have different systems and equipment.

**"The opportunity to** attend specialty courses in the EM field is unlimited," Wahlbey said. "In my 22 years in the Navy, I've accumulated at least five years of school training. The courses a sailor attends depend upon the assignments he receives. I've attended courses on anything from repairing elevators to rewiring generators. Heck, I've even been to a three-day course on vending machine repair.

"As long as an individual doesn't mind a little sea time, working as a Navy electrician's mate is a great job," he concluded. "The job is challenging, opportunities for advanced training are endless, and best of all, there's no job monotony—you do something different every day."

# newsbriefs

## Mickey Mouse outfit

You wouldn't think an Army aviation unit whose pilots have an average of 3,000 flying hours could be labeled a Mickey Mouse outfit. But the 348th Medical Detachment is, and the members of this Orlando, Fla., based unit not only wear Mickey Mouse with pride, they promote their mascot.

Because they are located near Disney World, other units started calling them the 'Mickey Mouse Dust Offs.' Since medical units are allowed to design their own distinctive patches, they contacted the Disney people who designed the patch for them with, of course, Mickey Mouse on it. They are the only non-Disney organization authorized the Mickey Mouse design.

## USCG patrols Grenada

Four Coast Guard cutters arrived off the island of Grenada recently to replace Navy surface forces conducting surveillance operations.

The cutters are replacing the Navy ships because the current coastal patrol operations around Grenada are more suited to Coast Guard instead of Navy units. The shallow water depths make the cutters ideally-suited for the mission.

## DOD fire truck

A new diesel-powered, all-weather fire truck has been tested at Tyndall AFB, Fla., for Department of Defense use. The new fire truck passed cross country operational tests conducted by the Army, and aircraft fire tests by the Air Force. The fire truck will be much easier to transport than the old model. Firefighters can load the new truck in five minutes compared to 12 man-hours required for the old fire truck.

## Navy's oldest ship

The USS Prairie, a 16,000 ton destroyer tender homeported in Long Beach, Calif., is the oldest U.S. Navy ship in continuous active service. Recently the Prairie departed for her 23rd Western Pacific deployment, proudly flying the "Don't tread on me" Navy Jack, signifying a long and prestigious past.

Commissioned in 1940, Prairie's history spans more than 40 years and three wars. Her primary mission is to serve as a mobile repair facility for fleet ships as a "mobile shipyard."

## Special Forces unit

The Army's 1st Special Forces Group, consisting of about 700 soldiers, will be re-activated this year at Fort Lewis, Wash., in an attempt to improve the strength of overal special operations forces.

Army officials say the group's mission will focus on the training of other soldiers "in an unconventional-warfare situation during hostilities or providing training assistance to the military forces of friendly nations in a foreign internal-defense role during peacetime."

## Master clock

The U.S. Naval Observatory, the official timekeeper for the United States, has expanded direct-dial service to the Master Clock. The new number, (900) 410-TIME, is a commercial service of the telephone company. Anyone in the United States can telephone the clock for 50 cents for the first minute and 35 cents for each additional minute.

Up to 8,000 calls can be taken simultaneously, and callers can stay on the line for as long as necessary. There is no automatic cut-off as in the old dial-in system.

## Why an oak leaf?

According to Air Force Col. James A. Moss' "Officer's Manual," there is an unusual explanation for the current design of the insignia worn by officers.

The budding officer's first step up from the level ground is to the lower bar of a fence, symbolized by the single bar of the lieutenants.

The second step up to the top of the fence gives him the two bars of the captain.

From the fence he climbs into the golden oak, the tree of might and strength. It is a long climb and symbolizes the great difference that exists between the company grade officer and the field grade officer—the gold leaf of the major marks this achievement.

Next the officer climbs into the tallest tree of the forest, the straight, towering, silver poplar, where he finds the silver leaf of the lieutenant colonel.

Looking up, he can now see above him the soaring eagles, the insignia of a colonel, while high in the sky above the eagles, unattainable save for a select few, the silver stars of a general officer look down upon him.

# They Guide the Fleet

**by Dave Marriott**

It's winter on the Atlantic Ocean. The seas are rough and the fog is thick. Still, the 4,500 ton destroyer speeds across the water's surface as if it has eyes capable of penetrating the fog for miles. And it does. Not the type of eyes that most people relate to, but eyes, just the same. In fact, all Navy ships have eyes, and all their eyes have names—operations specialists.

Operations specialists don't require visual sightings to keep the Navy's ships on course or steer them free of obstacles. And it's good they don't, because most operations specialists work in dimly lit, equipment-filled rooms in ships' bowels. The method they use is a modern, high-technology method—radar.

"The radar used by today's Navy gives us the capability to navigate off objects in excess of 20 miles from the ship," said Senior Chief Ronald E. Maynard, an operations specialist at Norfolk Naval Station, Va. "However, using radar to navigate the ship constitutes only one of the operations specialists functions.

"Operations specialists man the Combat Information Center (CIC)," he continued. "CIC provides the ship's captain with information necessary to defend and operate his ship."

Utilizing computerized equipment and other sensors (sonar, lookouts and patrolling aircraft), operations specialists detect, track and plot all objects in the air, on the surface and underwater.

"We can identify the size, speed, number, altitude or depth of all aircraft, ships and submarines in our area," said Maynard. "In fact, our equipment is so sophisticated, we track contacts in the air, on the sea and underwater simultaneously. About the only thing our equipment can't tell us is exactly what type a vessel is, and whether it's a friend or enemy."

In addition to tracking and plotting objects, operations specialists direct the shipboard weapons systems, or aircraft in the case of long-range operations, used to counter or destroy contacts identified as threats.

"Working as an operations specialist is both an interesting and responsible job," said Maynard. "No matter what type of operation the ship participates in, operations specialists become actively involved. Our job only has one aspect that could be viewed as negative, the amount of hours we work. Unlike some jobs, each time a ship moves, we work.

"A ship isn't that different from a person," he continued. "Any time a person goes somewhere they use their eyes. A ship is the same way. Any time it wants to move, it needs its eyes, and that's what operations specialists are—a ship's eyes."

**(Left) Operations Specialist Roy Barmare monitors a radar scope aboard the USS Truett. (Photo by Tibor Zoller)**

# RECON

photos by Chuck Jenks

**by Dave Marriott**

Swift and silent. These words describe the elite within the Marine Corps' infantry units—the reconnaissance Marine.

Their mission resembles that of yesteryear's scout—keep commanders informed of enemy strength, location and movement. Accomplishing this mission requires them to work independently from large infantry units. They work in four to six man teams—often behind enemy lines.

Because they operate in a clandestine manner, their training has to be thorough, and it is. Recon Marines undergo a year of specialized training in addition to the training all Marine infantrymen receive.

Formal school training covers a variety of subjects from parachuting and scuba technique to land navigation and camouflage and concealment. Even after reporting to a unit the training continues.

Recon units spend months in the field mastering insertion and extraction, patrolling and intelligence gathering techniques. When they aren't in the field, they attend classes on communications, ground photography, field sketching and hand-to-hand fighting. They train until each man knows the other's job. They have to, their lives could depend on it.

Reconnaissance Marines are also tasked with missions not involved with information gathering. They direct incoming artillery or naval bombardments, capture selected prisoners, raid enemy installations, plant demolitions and explosives, and evacuate friendly pilots who have been shot down.

Getting behind enemy lines, accomplishing their mission, then sneaking back out undetected is the reconnaissance Marine's ultimate goal. They are skilled fighting men, lethal to an enemy and an asset to any combat commander.

# Home of rough water

**by Petty Officer 1st Class Paul Powers, USCG**

Petty Officer 2nd Class Steve Taylor, a Coast Guard boatswains mate, eased the throttle of the 44-foot motor lifeboat forward as it slowly climbed a 20-foot wave. If he used too much power, the boat would lurch over the crest and crash down the other side; if too little was used, it wouldn't make it over at all.

Seconds later, the 16-ton boat crested the wave and slid down a mountain of water. Although the coxswain's (boat operator) execution was correct, the experience still jarred his teeth.

Mastering that wave, Taylor maneuvered his craft forward toward a figure struggling in the treacherous surf. As he pulled alongside the man, waves smashed over the deck tossing the boat around as if it were a 20-pound kayak.

As Taylor guided his boat into a trough, his crewmen reached over the side and yanked the man on board to safety. Cold and exhausted, the man scrambled forward while Taylor studied the next series of waves.

This time the rescue was a drill. The man in the water was a fellow student participating in a practical application exercise. Each man had a turn at the helm as well as in the surf.

Coast Guardsmen practice rough water rescue all winter at the Coast Guard National Motor Lifeboat School at Cape Disappointment, Illwaco, Wash. At Cape "D," as it is commonly called, the waves, wind, and tide whip the ocean into dozens of different teaching situations each day.

The school, started in 1968 for Coast Guardsmen stationed in the Pacific Northwest, has been expanded into a school for Coast Guardsmen around the country. It's the only heavy weather boat operator school in the world, and the three week curriculum is unique.

The school begins with a quick review of the basic material the coxswains must know. They cover chart interpretation, tide characteristics, currents, waves, night and heavy weather navigation, cold water survival, and boating rules of the road.

Any one of these subjects requires months of learning and practical experience to master. The trainees learn the basics at their small boat stations, and the material is reviewed at the school.

"We have a fair amount of classroom work,' said Chief Petty Officer Jerold L. Steed, a Coast Guardsman of more than 20 years and a veteran of 12 years of motor lifeboat work on the Oregon coast. "The real training, however, takes place in the surf."

There are no books on how to handle a boat in the surf, Steed points out. "It's one thing to go crashing through the surf, and another to maneuver through it and pick someone up. The school teaches students how to read the waves and tell which ones present danger. You can learn more from looking at the tops than you can by looking at the whole ocean. When the top of the wave turns green, it means the wave is about to break," Steed said.

In practice, the coxswains review the characteristics of the boat, the workings of the fire-fighting equipment, the boat's electronic gear, and the basics of the engine.

Pulling terrified people from an angry ocean is only part of the Coast Guardsman's job. Before they graduate, they learn several different methods of towing a boat through the surf, how to anchor at night, how to anchor in the surf, how to dewater a boat, docking procedures and how to retrieve a beached boat through the surf.

Unlike the short, choppy waves found in other parts of the country, the waves at Cape "D" are mountainous and pound away at the rocky shores with tremendous destructive power. One of Cape Disappointment's 20-foot swells can smash against the hull of a boat with 6,500 pounds of pressure per square foot.

The Coast Guard uses its standard 44-foot motor lifeboat for training. The boat is virtually unsinkable; there are seven water-tight compartments sitting on top of a 2,000 pound keel. If the boat flips over, the airtight compartments go under. The effect is like pressing a balloon under water. The boat pops up to th surface and the great weight in the keel comes smashing back down, righting the boat with its special engines still running.

"If you roll a boat, you've made a mistake," Steed said. "We teach our students how to handle the waves so they won't roll over."

If one does flip, the "44" usually comes back up in seven seconds. Thirty seconds is the maximum a coxswain can expect to stay under. While underwater,

there is nothing to do but hang on and hold your breath.

No one hs ever been killed on a "44" and Steed has tremendous confidence in the boat and its ability to right itself.

All of the coxswains who attend the school have qualified on the 44-foot motor lifeboat before they begin the course. Each person has extensive small boat experience, and each has his or her own stories to tell.

Taylor came from a small boat station on the Oregon coast and has encountered surf conditions similar to that at Cape Disappointment. He is married, with two children. He never talks much about his work with his wife, and she was unaware of the hazards he faced until one of his cases attracted the attention of the national news.

The fishing vessel Odyssey was lost, and Taylor and his men put out to sea to find it. After hours of searching, Taylor spotted an overturned hull and called in a Coast Guard helicopter for help.

A boat engineer from Taylor's boat was hoisted by the helicopter onto the capsized fishing vessel. He began banging on the hull. From inside the boat, two trapped fishermen frantically began knocking back. The men were still alive. The helicopter went for a diving team, and the two fishermen were eventually saved.

Experiences like that; aiding in the rescue of otherwise doomed boaters, are what motivated men to come to this unique classroom located in the graveyard of ships on the rocky Pacific Northwest Coast.

**Slowly approaching a tremendous wave, the coxswain of this 16-ton, 44-foot motor lifeboat crests the wave and slides down the mountain of water. Waves of this size and larger are tackled by Coast Guard coxswains all winter long at the National Motor Lifeboat School at Cape Disappointment, Illwaco, Wash. (Photo by M. W. Rodrigues)**

# Extra, Extra—Read all about it!

# DINFOS Grads spread the word

**The fruit of the basic journalism course is a four-page student newspaper.**

**story and photos by**
**Sgt. 1st Class C. D. Steen**

As far back as our country's founding, people have hungered for news. Cowboys wandering western plains found themselves welcomed by pioneer towns solely for news of the outside world. Whether Farmer Jones, in a neighboring settlement, shot a bear, or an Indian tribe signed a peace treaty, town's people had an appetite for happenings beyond their realm. And, in those days, news traveled slowly. Word of mouth was the only means of spreading it.

Today, people still hunger for news. But, the process of getting the news out and the time involved has changed drastically.

The Defense Information School (DINFOS) at Fort Benjamin Harrison in Indianapolis, Ind., teaches students how to disseminate news and information. Whether it is to be printed in a military or civilian newspaper, or broadcast on the air via an Armed Forces radio and television station, students learn to gather and spread information.

Basic journalism and broadcasting are the two main courses taught at the Department of Defense joint-service school. The courses are each 10 weeks long and require a lot of learning in that short time.

Journalism students begin by learning what news is and how to get it. They learn to write a story from beginning to end, as well as headline writing, photojournalism, and much more. A total of 42 phases make up the course. Their final week is

spent working in teams writing and putting together a four-page newspaper.

"Journalism here is quite a challenge, more so than my journalism classes were at West Carteret High School," Airman Basic Curtis Rogers, from New Port, N.C., said. "I found the course tough, but I thoroughly enjoyed it."

Curtis passed up the chance to go to college after graduating from high school. He decided to join the Air Force instead. "I wanted the chance to mature before going to college and the Air Force was the way for me to do it. I wanted to be a military journalist and I qualified. So, now I go to a journalism school and get paid for it. You can't beat that."

Army Staff Sgt. Roger Teel, one of 16 print journalism instructors at DINFOS, thinks maturity plays a big part in whether a student succeeds at the school. "Many students come here only a few months after graduating from high school," Teel said. "Some still have a high school attitude. In other words, they think they can slide by. It's these students who have a more difficult time completing each course phase."

## "Now I go to journalism school and get paid for it. You can't beat that."

Maturity and self-discipline are even more necessary in broadcasting. "Probably the most difficult thing for a student to overcome in our field is learning to work by the clock," Air Force Senior Master Sgt. Othor V. Aldridge, Jr., a broadcast management instructor, said. "Students must manage time precisely during radio and television production and this puts a lot of pressure on them."

The broadcasting course also has many facets which must be mastered in 10 weeks. The course is broken into two segments—radio and television.

In radio, there are 14 graded exercises. Some of them include news selection, preparation, editing and presentation, spot announcements, disc jockey programs, music research and radio interview.

After four weeks with radio, the budding broadcasters move into television. "Of the two segments I would imagine radio is the most difficult for students," Aldridge said. "Students are just learning to work by the clock and getting their timing down pat. Radio is also an individual effort. In television, it's a team effort. Students work in groups, with each person taking turns at the different jobs that go into making a TV production.".

Army Spec. 4 Loretta Averna, a recent graduate, agrees that radio is more difficult. "I had little problem with voice and diction, but I found learning the mechanics of radio, along with trying to keep my programs within the time schedules, the hardest," she said.

After graduation, students go on to military assignments. Journalists have an equal chance of getting assigned stateside or overseas because almost every military installation has its own newspaper. But, most military radio and television affiliates are overseas, so a large portion of broadcast graduates receive assignments to overseas stations.

Navy personnel take both journalism and broadcasting, plus the Navy-unique, six-week Shipboard Information, Training and Entertainment (SITE) course. SITE teaches students to operate a one-person radio and television system aboard ship.

Whether spreading the news of which team won the command football tournament, or of peace-keeping efforts in Lebanon, Armed Forces journalists and broadcasters are there. They assure the news is spread accurately and quickly, satisfying their public's appetite to keep informed.

**A broadcasting student in the radio phase puts on a music show.**

**(Left) SPLASH! An M3 Bradley cavalry fighting vehicle makes waves as it crosses a stream on Fort Knox, Ky. (Photo by Robert Griffin) (Right) Cavalry scouts assume the overwatch position during a reconnaissance of an enemy occupied bridge. (Far right) Cavalry scouts, acting as enemy forces, prepare to engage U.S. vehicles crossing a bridge.**

# scoutin

**by Nikki Dempsey**

All is quiet, maybe too quiet. No sounds at all, not even the usual sounds associated with a forest night. The cavalry scout stands alone. His mission—find the enemy.

His senses are alert. He sees and hears everything. He uses his training, experience and instincts to the best of his capabilities. Not only is his life in danger—the lives of hundreds of other men rest with him. His unit has trusted him to find the enemy before the enemy finds them.

Suddenly he sees them. He notes the number of soldiers, how well they are armed and other details his commander needs to know. Noting the enemy is preparing to move out, the scout quickly reports back to his unit.

Thanks to the scout's information, his unit stands ready to face the enemy. They have the advantage. They know what they will be facing and are prepared—

# g out the enemy

on their terms, not the enemy's.

Does that sound like something from an old western novel? It could be, but it also applies to today's Army cavalry scout. A scout's mission has not changed, it is still reconnaissance and security. Modern scouts use the same basic skills and techniques as their predecessors.

"My father always told me I was to be seen and not heard," said Sgt. James S. Faircloth, assigned to the 6th Cavalry. "As a scout, I can't be either."

Along with not being seen or heard, a scout requires the knowledge of land navigation, map reading, communications, demolitions, plus vehicle and aircraft identification. Scouts must be qualified on numerous weapons and weapon systems.

Just when a scout thinks he's learned it all, he may be reassigned to an air cavalry unit where he'll have to rappel from a helicopter.

"It's a whole lot of fun if you enjoy keeping busy," said Staff Sgt. Ronald E. White. A scout must be willing to accept responsibility, love the outdoors and travel, be ready to accept minute-to-minute changes in plans, enjoy a challenge and be a loner of sorts.

Capt. Robert P. Wentzel, the troop commander, said, "A scout is the eyes and ears of his unit, and now, for the first time, he has a fighting capability."

No longer will the enemy be able to shoot a scout's horse out from under him quite so easily. Scouts are now being trained on the newly developed M3 cavalry fighting vehicle. The M3 has armor protection and an advanced weapon system consisting of a 25-mm cannon and the TOW (tube-launched, optically tracked, wire guided) missile system. The vehicle gives scouts the capability of defending themselves in an ambush or buying time for the main fighting force.

With this 20th century weapons technology comes the added responsibility of maintaining the vehicle. Just as the cavalry scout of old had to feed and groom his horse each day, today's cavalry scout must perform preventive maintenance on his vehicle making sure all systems are functional.

With the title of scout comes many advantages. Since it is a combat arms specialty, the promotions come faster, and there is a sizeable monetary bonus upon enlisting. The bonus—$5,000 to $8,000—is received upon graduation from the 13 week Advanced Individual Training course at Fort Knox.

The opportunity for travel and time spent in the field—up to seven months a year—can also offer disadvantages to those with families. Scouts must be ready to 'move out' on a moment's notice, only to return, and leave again a short time later.

As with their 19th century forbears, scouts of today must be a special breed. Professional competence, strengthened through technical proficiency and personal development, is the key to his success. It's a challenge many have accepted; a challenge that stands ready for those who have what it takes to be a scout.

# THE LAZY CITY NAPLES,

Sailor Mike Rinaldi photographs a panoramic view of the congested downtown area of Naples, Italy. "There are sights and experiences to be gained overseas that can't be equaled in the U.S.," said Rinaldi. "I've gotten a lot out of being overseas that I could never have gotten at home in Massachusetts." (Photo by Petty Officer 2nd Class T. Salois)

**Compiled by Dave Marriott**

When one first enters Naples, they may get the impression that they have walked into the middle of a vast family argument, or, if the mood is right, a comic opera.

Naples is a city famous the world over for tourism, vacations and fun.

This incredible city is unlike any other in Italy, and the Neapolitans are unlike any other group of Italians one might meet.

They seem to be homeless, live out-of-doors, converse insistently, press one another forward on the crowded sidewalks and watch everyone that passes. Above all else, Neapolitans are passionate about everything and everybody.

Approximately 13,000 American service members and their families reside in this easy-going, seemingly lazy city.

Most Air Force and Army personnel are assigned to elements of Allied Forces South (AFSOUTH). AFSOUTH's commands are tasked with providing land and air defense of Italy, Greece and Turkey and defending NATO's sea lines of communication throughout the Mediterranean and Black Seas.

Navy personnel form the bulk of the American community in Naples. Sailors are assigned to both NATO commands and the U.S. Naval Support Activity.

A few commands at the Naval Support Activity have distinct missions and functions, but the majority provide logistical support and service to 80 military activities scattered across Southern Europe and the Mediterranean.

Living conditions, while adequate, are not what most Americans are accustomed to.

Married military members and their families, more often than not, find it necessary to rent homes from Italian landlords. There are four categories of housing available in Naples: unfurnished apartments, furnished apartments, unfurnished villas (houses) and government quarters.

Unfurnished apartments rent anywhere from $140 a month for a one bedroom to more than $400 a month for a three bedroom. Unlike the United States, unfurnished apartments are just that, unfurnished. Landlands expect tenants to provide everything except the ceiling, floors and walls. There is no stove, water heater, light fixtures, or kitchen cabinets and room closets. The only distin-

# ITALY

guishable rooms in an Italian unfurnished home are the kitchen and bathroom. It's the tenant's decision as to how the remaining floor space will be used.

Furnished apartments can be expected to contain a minimum amount of furniture and cost between $50 and $100 more a month. The fortunate few assigned government quarters will find it similar to stateside accommodations. All necessary appliances are provided, all the tenant need bring is furniture.

Single enlisted personnel live in Bachelor Enlisted Quarters. Members in the pay grades E-1 through E-4 live in four-person rooms, E-5's and E-6's share two-person rooms and E-7's through E-9's have private rooms. There is no available Bachelor Officers Quarters in Naples. Single officers reside in hotels until they find suitable lodging on the economy.

The Naval base offers most of the shopping conveniences found at home. If an item can't be found in the military exchange system, chances are it can be found on the local economy.

The Italian market is an adventure for most Americans. It's a combination of department stores, open air markets and small businesses specializing in a single type of merchandise. Some stores have signs posted outside stating the prices are fixed, while others offer its customers a discount. In most cases the discount will be 10 to 15 percent depending on the store, or how the salesman sizes up the customer.

To do any successful shopping in Italy, Americans must cultivate an art that many dislike—bargaining. Many Americans detest doing business this way, become frustrated and either pay a ridiculously high price, or don't buy at all. If a customer pays the first asking price, an Italian salesman will gladly take their money, but he will think they are either nuts or a millionaire.

Bargaining should never be given up too quickly. After a few offers and counter-offers have been made, if the final asking price is unsatisfactory, it's best to leave the shop and try elsewhere. If an Italian salesman really wants the sale, he'll chase the customer and make a final offer. If a salesman meets a price, the item should be bought. While bargaining can be fun, it is an accepted business practice in Italy and taken seriously.

The Naval facility provides excellent recreational facilities common to most Americans and their families, however, most people take advantage of their situation and tour Europe.

**Naples leased housing, located about 20 miles from base, is in an ocean resort community. It consists of eight apartment buildings known as the Towers of Pinetamare. (Photo by Petty Officer 2nd Class T. Salois)**

On long weekends or leave periods, many Americans pack their bags and head for Switzerland, France, Germany or the Netherlands. All European cities have modern hotels and fine restaurants for the traveler, but many Americans have found a better way to see Europe.

Europe is a camper's delight. For those that don't mind the lack of a few conveniences, camping across Europe is not only economical but convenient as well. And campers never have to worry about finding a vacant room during tourist season or a place to eat.

Individuals wishing to stay closer to home will find Naples one of the tourist capitals of the world. What better way to spend a weekend than touring parks, monuments, ancient churches and breathtaking ruins by horse-drawn cart. For the fine arts lover, the city offers a large selection of museums and galleries, or excellent opera and concert performances at the infamous San Carlo Opera House.

Whether camping across Europe, bargaining in an open market, skiing at a winter resort, or taking a ride up the side of Mount Vesuvius (4,201 ft. volcano) to catch the view of the city and bay, there is something to see and do for all ages and interests in Naples.

## Fuels specialists keep the Air Force flying

# It's a gas

by Bob Davis
photos by Wilt Baker

Sgt. Toby Harris runs a fuels check.

## "Fill 'er up."

Not a difficult task for the corner gas station attendant. Chances are he'll remove the gas cap, pump in 10 or 20 gallons, then replace the cap. It takes him about three minutes to complete the entire operation.

But for an Air Force fuel specialist, it could mean taking 30 minutes to pump 50,000 gallons of gas into a 247 ft. long aircraft.

"Air Force fuels management is a large responsibility," said 1st Lt. James Bryant, the fuels management officer at Langley Air Force Base in Hampton, Va. "Fuel management begins when the product arrives on base and ends once it's been issued to the final user—either an aircraft or military vehicle."

Bryant heads Langley's Petroleum, Oil and Lubricants (POL) Branch.

POL is a 24-hour operation responsible for receiving, auditing, testing, issuing and inspecting Langley's fuel, ensuring it meets both Air Force quality, and safety standards.

Fuels are ordered and audited daily for each user on base. Testing of fuel and fuel containers is a continuous process at Langley as the base handles more than 40 million gallons of jet fuel alone each year. According to Sgt. Toby Harris, a fuels

**Air Force fuels specialists pump gas into a 5,000 gallon truck, before heading to the flightline.**

specialist at Langley, these tests are extremely important.

"We make sure no aircraft receives contaminated fuel," Harris said. "Bad fuel could clog an aircraft's fuel lines and cause a crash.

"If contaminated fuel is discovered in a storage tank during a spot inspection, the tank is emptied and cleaned," he continued. "Then all trucks and aircraft serviced from the contaminated tank are inspected. If contamination is found, the cleaning cycle is repeated. Any contaminated fuel is sold back to the supplier to be refined."

Langley's fuel specialists use trucks to refuel the base's F-15 fighter aircraft. The trucks draw up to 5,000 gallons each from POL's bulk storage tanks.

They also refuel aircraft in the "hot pit." The "hot pit" is a station on the flight line where fuel is pumped underground to an aircraft. The refueling can be accomplished while the aircraft's engines are running, allowing the pilot a faster turn around (land, refuel, take-off) time.

Nothing is left to chance when it comes to fuels, least of all safety. Fuels branch inspectors run their own safety program by making no-notice checks to guarantee safety practices are being carried out.

The most common inspection is for proper grounding of the aircraft during refueling operations. The grounding of aircraft dissipates static electricity, thereby eliminating sparks which could cause explosions.

In addition to keeping Air Force aircraft fueled, fuels specialists issue liquid oxygen and service military vehicles at the base gas station.

Men and women entering the career field attend an eight-week Fuels Specialist Course at Chanute AFB, Ill. Through classroom and hands-on-training, students study the storage, handling and transferring of fuels. They also get their first taste of driving the huge refueling trucks. Because Chanute has no aircraft assigned, students don't refuel an actual aircraft until reporting to their first duty station.

After reporting to a duty station and working in a fuels branch, many fuel specialists are selected to be fuels lab testers. Those selected return to Chanute for a three-week Aviation Fuels Monitoring course.

"The course teaches us the different types of samplers used to test fuels, what type of samples to take, and when to take them," Harris said.

"Individuals interested in entering the fuels career field would benefit greatly from courses in chemistry and math," said Bryant. "Some degree of mechanical dexterity doesn't hurt either."

Perhaps one of the greatest advantages of entering the fuels career field is the opportunity to travel. Unlike aircraft mechanics who are assigned solely to bases utilizing the type of aircraft on which they are qualified, or the medical technicians who are sent only to hospitals that need their specialty, fuels specialists can be assigned to any Air Force Base in the United States or overseas, because . . .

"Air Force fuels specialists keep 'em flying and rolling anywhere and everywhere."

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Marine reconnaissance—
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"War is sometimes heroic, but it is not the romantic heroism of the novel or the cinema, it is the heroism of blood and sacrifice and the slain promise of youth. No one despises war more than the professional, for he has stared it in the face. Indeed, anyone who has seen war must always be totally dedicated to do everything possible to deter another war."

Caspar W. Weinberger
Secretary of Defense

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